(No Model.)

C. E. BUCKLEY.

CAR LOCK.

No. 525,256. Patented Aug. 28, 1894.

Fig. 1.

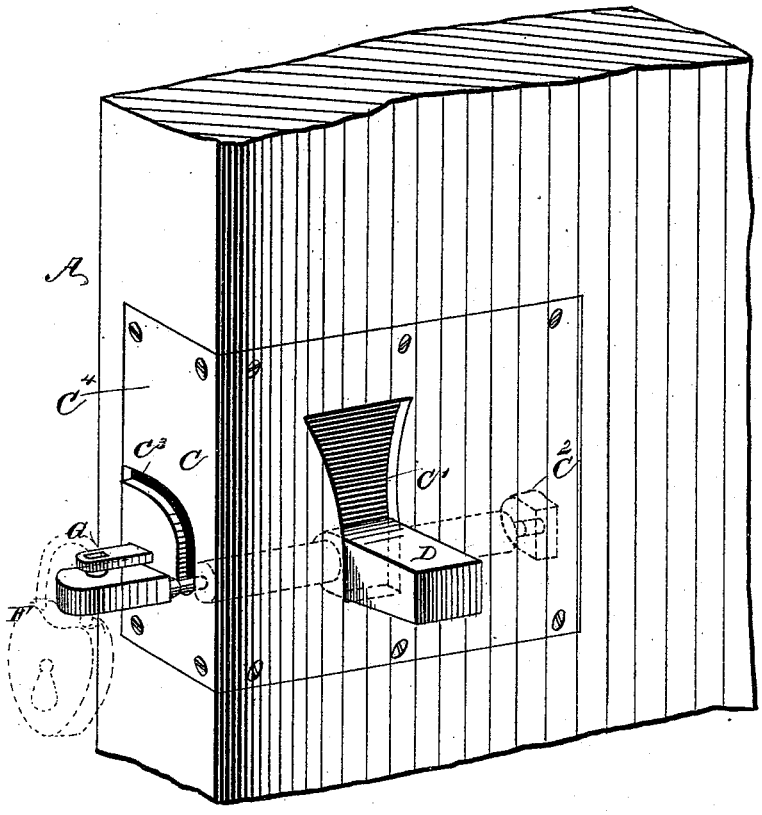


Fig. 2

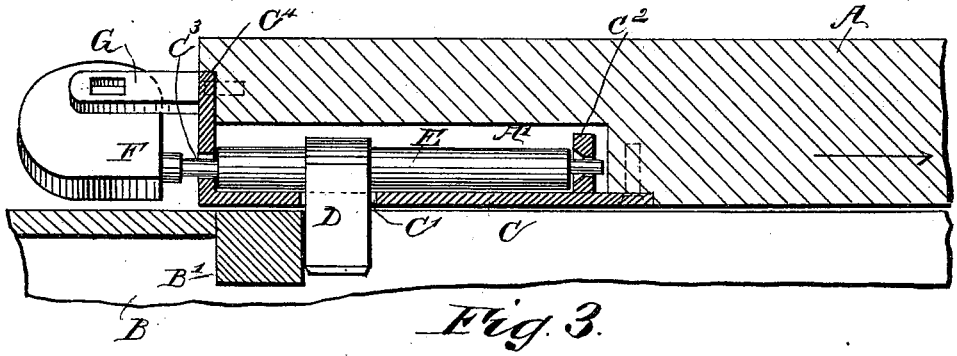
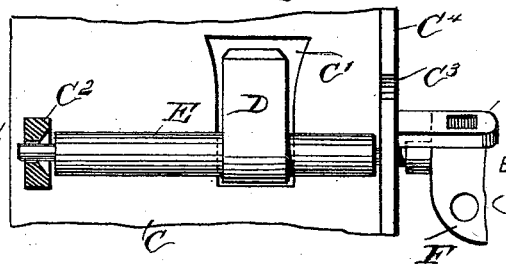


Fig. 3.



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UNITED STATES PATENT OFFICE.

CHARLES E. BUCKLEY, OF GREEN LANE, ASSIGNOR TO HIMSELF, AND ALBERT E. FEUERSTEIN, OF PHILADELPHIA, PENNSYLVANIA.

CAR-LOCK.

SPECIFICATION forming part of Letters Patent No. 525,256, dated August 28, 1894.

Application filed December 4, 1893. Serial No. 492,699. (No model.)

To all whom it may concern:

Be it known that I, CHARLES E. BUCKLEY, of Green Lane, in the county of Montgomery and State of Pennsylvania, have invented a new and Improved Car-Lock, of which the following is a full, clear, and exact description.

The object of the invention is to provide a new and improved car lock, which is simple and durable in construction, very effective in operation, and arranged to prevent opening of the door by unauthorized persons.

The invention consists of certain parts and details, and combinations of the same, as will be hereinafter described and then pointed out in the claims.

Reference is to be had to the accompanying drawings, forming a part of this specification, in which similar letters of reference indicate corresponding parts in all the figures.

Figure 1 is a perspective view of the improvement as applied. Fig. 2 is a sectional plan view of the same showing the door closed and locked; and Fig. 3 is a rear side elevation of the improvement, with parts in section and the arm in an uppermost position.

The door A for the car B, is provided on its inner face and at one end with a plate C, formed with an opening C′ through which is adapted to pass an arm D, to move in contact with the door casing of the car B, as plainly shown in Fig. 2, to prevent opening of the said door unless the arm is swung back in its uppermost position in a recess A′, formed behind the plate C in the door A; see Fig. 2.

The arm D is held on a longitudinally-extending shaft E, mounted to turn at its inner end in a bearing C^2, projecting from the plate C, the outer reduced end of the said shaft being fitted into a curved slot C^3, formed in an angular offset C^4, projecting from the plate C and let in a recess formed in the end of the door A.

On the extreme outer end of the shaft E is secured or formed a head F, adapted to be fastened by a padlock or other means to a post G, projecting from the angular offset C^4. The head F can only be locked in place on the post G by the padlock whenever the arm D is in a horizontal position, as illustrated in Figs. 1 and 2.

The device is used as follows: When the head D is within the recess A′ then the door A can be readily closed on the car B in the usual manner, the door being moved forward until it fits over the car door opening. The operator then turns the head F so as to cause the arm D to swing downward to abut against the car door frame B′, as plainly shown in Fig. 2, after which the operator locks the head F to the post G by a padlock or other means. Now, it will be seen that by this arrangement the door A cannot be pushed back to open the door opening, as the arm D abuts against the door casing, and consequently opening of the door is prevented unless the padlock between the head F and post G is first removed and the head F turned to swing the arm D back into its uppermost position. The forward end of the shaft E is fitted into the curved slot C^3 as a bearing, to permit of conveniently removing the said shaft E from the plate C whenever the latter is detached from the door A, and in case the arm D has been broken off. By this arrangement the operator is enabled to conveniently insert a new shaft having an arm D, in the bearings in the plate C and then again fasten the latter in position on the car door. It will also be seen that as this lock is arranged on one edge of the door instead of on the outer face, it is not liable to be knocked off or bent whenever any passing object comes in contact with the side of the car.

Having thus fully described my invention, I claim as new and desire to secure by Letters Patent—

1. A car lock, comprising a casing provided with an opening, a shaft mounted to turn within the casing and projecting therefrom, said shaft extending essentially parallel to the side of the casing in which the said opening is provided, an arm mounted to turn with the shaft and adapted to project through the opening of the casing, and a head secured to the projecting end of the shaft and adapted to be locked to the casing, substantially as described.

2. A car lock, comprising a casing provided with an opening, a shaft mounted to turn within the casing and projecting there-

from, an arm mounted to turn with the shaft and adapted to project through the opening of the casing, a head secured to the projecting end of the shaft, and a post secured to the casing adjacent to the head and extending essentially parallel to the shaft, said post being adapted to be locked thereto, substantially as described.

3. A car door provided with a recess at one of its ends, and a transverse opening leading from the inner face of the door into the said recess, a shaft mounted to turn within the said recess and projecting at the end of the door, an arm mounted to turn with the shaft and adapted to project inwardly through the said opening to abut against the door frame, and means for permitting of locking the shaft and arm against rotation, substantially as described.

CHARLES E. BUCKLEY.

Witnesses:
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